(c) if not, what are the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF HEALTH AND FAMILY WELFARE (MISS KUMUDBEN M.. JOSHI): (a) Yes.

(b) and (c) The management of Ayurvedic and Unani Tibbia College, Delhi of which Hindustani Dawakhana is a part rests with the Tibbia College Board, an autonomous body under the provisions of the Tibbia College Act 1952. The Delhi Administration, which is associated with the Board is considering measures to develop the Dawakhana.

Mass rapid transit system in Bangalore

1637. SHRI M. S. GURUPADASWAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a study group constituted by the Karnataka Government has suggested for providing a Rail Transit System as an alternative to the road transport system to meet the inadequate public transport facility in Bangalore;

(b) whether the State Government has approached the Railway Board for taking up a survey for the provision of a mass rapid transit system along with the Suburban Surface Electrified Mail System for Bangalore metropolitan area;

(c) whether Government have taken any action thereon; and

(d) if so, what are details in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) A Committee was constituted to process the Techno Economic Feasibility Report of Mass Transit System for Bangalore Metropolitan areas.

(b) Yes, Sir.

(c) Studies were conducted by MTP (Rly.) Madras on behalf of Southern Railway on deposit terms and the report was submitted to Karnataka Government in September, 1983. Further action will be taken by Karnataka Government.

(d) Details of the scheme proposed are:-

(i) Provision of rail commuters services in the existing rail corridor namely Bangalore City, White Field, Bangalore City-Kangeri and Bangalore City-H.M.T.

(ii) A rapid transit system corridor from Rajaji Nagar to Jayanagar.

(iii) Circular Railway Corridor, and

(iv) A rapid transit system from Krishnarajapuram to Hudson Circle.

Daily run of Neelachal Express

1638. SHRI RAM NARESH KUSHAWAHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that some Members of Parliament and others have consistently been demanding to make the Neelachal Express a daily service from the present tri-weekly and also to provide a half of Jhelam Express at Jalgaon, instead of at Burhampur to accommodate the tourists visiting Ajanta-Ellora Caves; and

(b) if so, what action has been taken so far in this regard?

THE MINISTER OF RAILWAYS (SHRI A. B. A. GHANI KHAN CHOUDHURY): (a) and (b) Yes, Sir. For increasing the frequency of the Neelachal Express to make it a daily train, it involves more coaches and locomotives which are not available as of present.

With regard to the halt of the Jhelum Express at Burhanpur instead of Jalgaon for accommodating the tou-

rists visiting the Ajanta-Ellora Caves, the matter is being followed up with the Tourist Development Authorities as well as the Railway Consultative Committee, before eliminating Jal gaon halt and providing instead a halt at Burhanpur.

Increase in quota of slack coal for Gujarat

1639. SHRI VITHALBHAI MOTIRAM PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Gujarat Government has urged the Central Government to increase the quota of slack coal to 2,000 wagons a month; and

(b) whether this request of the State Government has been acceded to?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) Yes, Sir.

(b) The quota was enhanced from 130 wagons per month to 260 wagons per month from April to June, 1984. However, during the period January to June 1984, against a recommendation of 2950 wagons by the Government of Gujarat and sanction for 921 wagons by the Railways, programmes for only 374 wagons have been filed by the consumers, leaving an un-utilised quota of 547 wagons.

Conversion of narrow gauge lines to broad gauge

1640. DR. (SHRIMATI) NAJMA HEPTULLA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to convert Murtizapur-Yavatmal, Murtizapur-Achalpur and Palgaon-Arvi narrow gauge lines of Central Railway to broad gauge;

(b) if so, what are the estimated costs of these projects; and

(c) if not, what are the reasons therefor?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): (a) No, Sir.

(b) Does not arise.

(c) In view of severe constraint of resources and heavy commitments already on hand, the conversion of the Murtizapur-Yavatmal, Murtizapur-Achalpur and Pulgaon-Arvi Narrow Gauge lines into B.G. would have to await consideration in some future time.

Rail link between Vadinar and Mothikhamadi

1641. SHRI CHIMANBHAI MEHTA: Will the Minister of RAILWAYS be pleased to state whether Government are considering the feasibility of connecting Vadinar which is being developed as a port to Mothikhamadi by broad gauge line, as requested by the Gujarat Government?

THE MINISTER OF RAILWAYS (SHRI A.B.A. GHANI KHAN CHOUDHURY): No, Sir. There is no such proposal at present.

Irrigation projects in Orissa with World Bank aid

1642. SHRI JAGADISH JANI: Will the Minister of IRRIGATION be pleased to state:

(a) what are the names of irrigation projects in Orissa which are receiving aid from the World Bank;

(b) the amount of World Bank assistance available for completion of those projects during the Sixth Five-Year Plan, so far; and

(c) the progress made in regard to the completion of each of those projects?

THE MINISTER OF STATE IN THE MINISTRY OF IRRIGATION (SHRI HARI NATH MISHRA): (a) to c) As per Statement attached.